

**CITY OF KIRKLAND****Department of Public Works****123 Fifth Avenue, Kirkland, WA 98033 425.587.3800****www.kirklandwa.gov**

MEMORANDUM

To: Transportation Commission

From: David Godfrey, P.E., Transportation Engineering Manager

Date: June 22, 2012

Subject: Cross Kirkland Corridor update

Master Plan

On March 6, City Council confirmed that the Transportation Commission should, in cooperation with the Park Board, develop a scope and cost for a Cross Kirkland Corridor Master Plan.

In May, the Park Board agreed with the scope as developed by the Commission. That draft scope is attached. After discussing the draft scope with a number of consultants, staff has identified the estimated cost of the Plan at between \$300,000 and \$500,000. Funding for the Master Plan has not been identified. The expected time to complete the plan is 18 to 24 months.

Grant funding/Costs

In April, the City received grant funding of \$2 million to develop the corridor. Staff has been working with the granting agency (Washington State Public Works Board) and near to getting spending authorization for rail removal along with design and construction of a gravel trail similar to the Eastlake Sammamish Trail. The funds are required to be spent by the end of 2014. A Federal transportation grant for an additional \$1.1 million is awaiting final approval. That grant is also for construction of the gravel trail. The total cost for removing the rails and completing the trail is estimated at \$3.6 million. There is an approximately \$500,000 gap between secured grant funding and cost of completing an interim trail.

Next steps

Because of the need to spend the State \$2 million grant by the end of 2014, Staff is planning to return to Council with a recommendation to authorize proceeding with rail removal and design/construction of the interim trail. Removing the rails in 2013 is in keeping with the prior recommendation of the Transportation Commission. A draft schedule for this work is attached.

Attachment 1

Draft Master plan scope of work

Revised May 1, 2012

Purpose

On April 13, 2012, the City of Kirkland purchased the Cross Kirkland Corridor, 5.75 miles of the former BNSF rail line in Kirkland. A masterplan is needed to help collect, develop, understand and put in to context a number of facts, ideas and opinions about the Corridor. The resulting plan will be a practical reference and guide which charts the course of facility development into the future.

Background

Almost 20 years ago Kirkland began to pursue the Cross Kirkland Trail. This project was set aside after it became clear that the BNSF railway was not interested in partnering on a rail/trail concept. King County undertook purchase of the entire "Woodinville Subdivision" rail line from Renton to Snohomish in 2005 when the BNSF signaled its interest in selling the corridor. In 2009 several entities including King County, the Port of Seattle, PSE, and the City of Redmond entered into a Memorandum of Understanding which resulted in the Port of Seattle owning the corridor, with the intent that other entities would purchase various interests for various portions of the property.

Given the terms of the 2009 MOU, Kirkland anticipated a regional process to discuss how the corridor should be developed. In preparation for such a process an set of interests was developed. In April of 2011 the Interest Statement was approved by the City Council. This interest statement clearly lays out a vision for a multi-modal transportation facility.

By 2011, full consummation of the MOU had not been completed, notably the County had not purchased the corridor in Kirkland. Subsequently, the City of Kirkland successfully negotiated with the Port to purchase a 5.75 mile long section of the Corridor in Kirkland. The purchase was completed on March 13, 2012.

Scope of Work

General comments

All products should be presented in web, electronic and hard copy formats and will be made available to the public. It is anticipated that the products of certain tasks will be chapters or appendices in the final report and should be formatted appropriately. The following tasks are not necessarily consecutive; some may happen together or some tasks may be completed before tasks with lower numbers.

Task 1 Project Management

Provide regular updates on progress. Develop and maintain a schedule and progress made toward key events. Implement project management techniques to insure progress toward completion within schedule and budget.

Product: Schedules and updates as appropriate and monthly at a minimum.

Task 2 Understanding the corridor

Collect and evaluate existing information and gather additional information as needed to form a comprehensive understanding of the physical nature of the corridor. A partial list of existing information available from the City includes:

Corridor survey data:

1. Record of survey
2. Refined topographic data in Autocad format
3. 3D laser scanning data
4. 360° photos viewable with free proprietary browser plug-in

Phase 1 Environmental report following ASTM standards, completed March 19, 2012.

Railroad valuation maps

GIS data including city owned utility data, sensitive areas, trail crossings

Identify and map critical areas including streams, wetlands, and slopes which will impact development of the Corridor. Determine the locations of private utilities as appropriate.

Product: Memo describing critical issues for corridor development such as narrow corridor width, sensitive areas, surface water features, etc

Task 3 Design and carry out Public process

Develop a public process plan that will allow meaningful input throughout the masterplan process. Public process will be required development of the vision and goals, prior to the development of alternatives, to vet the alternatives and identify the preferred alternatives, to review the Draft Master Plan, and to review the Final Master Plan. At a minimum, the following groups (listed in no particular order) will require briefing and involvement in the process:

City Council	Transportation Commission
Park Board	Advocacy groups
Sound Transit	Neighborhood Associations
Adjacent property owners	Groups representing business interests
Neighboring cities	King County agencies including Metro and Parks

The various groups will be involved to varying extents and at different points in the process. Public process should be designed using International Association for Public Participation methods. A robust web based comment method for products of various tasks should be included in the public process. It is important that all relevant documents are available to the public throughout the development of the Plan.

Product: A memo describing a Plan and schedule for Public Process in all other Tasks, including an explanation of the principles that underlie the selected processes.

Task 4 Goals/vision

Using the Interest Statement as a starting point, and considering Council Goals, Comprehensive Plan Goals and Active Transportation Plan Goals, the consultant will prepare a vision and a set of goals for corridor development. These will be used as guidance for the rest of the process and serve as a key touchstone for developing and evaluating alternatives.

Product: A document that summarizes the vision and goals for the corridor.

Task 5 Design guidelines and principles.

Develop a set of guidelines and principles that can be used by designers as the corridor is developed. These guidelines and principles will help translate the vision and goals into a physical design. Examples might include spacing of certain amenities, trail head designs, fencing guidelines, lighting guidelines, dynamic envelopes of transit, etc. This task is not meant to develop a complete list of guidelines, but rather to identify key elements that will put constraints on alternatives.

Product: A document that summarizes the guidelines and principles.

Task 6 Develop potential alternatives

Based on the results of Tasks 4 and 5, alternative development plans will be prepared for three time periods; 1 to 5 years, 5 to 10 years and beyond 10 years. For each time period, two alternates will be developed. It is expected that the alternatives will have less detail the farther they are in the future. The alternatives will encompass different cross sections and different packages of amenity elements. Access points will also be evaluated. Environmental process implications will be developed for each alternative. The selection of the alternatives will be a key focus of public process.

Product: Memorandum describing a set of trail/transit cross-sections, documentation of the selection process and a review of why the selected options were chosen. Also includes draft illustrations of proposed sections.

Task 7 Develop cost estimates for various cross sections

Prepare a cost estimate including design and construction costs for each of the alternatives developed in Task 6. This work will include identifying uniform sections of the corridor and finding representative unit costs for each section and each alternative. Any additional costs such as boardwalks, bridges, signals, crossing improvements, etc. should also be added to the estimate.

Product: Memorandum describing costs, and methods used to establish the costs.

Task 8 Alternative selection

Based upon information developed in previous Tasks, select preferred alternatives for each time period. The selection of the preferred alternatives will be a key focus of public process.

Product: Memorandum describing the preferred alternatives, documentation of the selection process and a review of why the selected options were chosen.

Task 9 Implementation Plan

Prepare a plan that identifies likely funding and phasing scenarios for design and construction of preferred alternatives over time. An initial plan for development should be described. An important element in this work will be examining how various transit modes are likely to be implemented in the corridor. The implementation plan should identify significant constraints, obstacles and risks to various alternatives.

Product: Memorandum describing funding and phasing.

Task 10 Draft Plan

The draft plan will summarize of the work completed in Tasks 1 through 8 in a single document. A thorough public review will include a review by the City Council at a study session.

Product: A draft document with high quality presentation and graphic elements.

Task 11 Final Plan

Based on the comments and recommendations on the Draft Plan, prepare a Final Plan.

Product: A final document, to be adopted by Transportation Commission, Park Board and City Council. The final plan shall be presented in electronic and web-based versions, with limited hard copies.